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REPORT

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1. A railway line is being constructed from Kirovabad (40-41N, 46-22E) to some ore mines.¹ The distance from Kirovabad to the ore mines in the mountains was said to be 40 km as the crow flies. But the railway line was being built with many bends in the mountainous area, and it was said that its total length would be 90 to 100 km.
2. The line under construction was a single track with Russian gauge. At some places there were shunting tracks.
3. [redacted] in December 1949, the construction of the railway had already reached far into the mountains.
4. The ore mine to which the railway was being built is said to have been started a few years after the war, and preparations for extraction of the ores are said to have begun at once. [redacted]
[redacted] only Soviet workers were employed on the construction of the part of the new line nearest to the mines and the PWs had no contact with these workers.
5. Work was carried on in one shift until it grew dark, but from mid-March or early April in two shifts.
6. [redacted] at the end of April 1950, the construction of the line had not been completed.
7. There were a large number of military guards on the way to and from the work site and at the site itself. The sentries kept the PWs from leaving the place at which they were working.

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[redacted] 50X1-HUM

8. Only German PWs and Soviet skilled workers were employed. [redacted]
[redacted] the PWs came from several camps.

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1. [redacted] Comment: This is probably the Kirovabad-Bayan Railway [redacted]
[redacted] From Bayan a cableway was reported to run to a cobalt mine
beyond Dashkesan.

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